

Diagnosis on Maritime Security and Development in Africa

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Abstract

This research paper will endeavour to investigate the pertinent reasons why Africa's massive marine environments have not engendered growth and development in the continent. Having heavily relied on secondary source of data, it will examine how dysfunctional maritime security contributes to the chronic illegalities across the coastal borders of Africa and further deepen the lop-sided developmental progression in the continent. It will, however, explore the benefits of policies from African governments to engineer the emergence of a blue economy through effective and efficient maritime security and how seas and coastal regions can be instrumental to development in Africa. It will conclude that effective and efficient maritime security is a necessary pre-requisite for development of the continent. Apart from also concluding that the emergence of development through blue economy cannot be realized owing the security threats that pervade on the African marine surroundings, it will therefore proffer some policy recommendations to improve the maritime security to enhance the growth and development of African continent.

Key words: Maritime; Development; Africa; Security; Waterways

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INTRODUCTION

African union, under the leadership of Dr. Dlamini Zuma, on October 15, 2016 adopted a framework on the safety and security of the marine milieu to foster sustainable development on the continent (Otto, 2019). This is aimed to confirm Africa's obligation to engendering suitable management of its oceans, seas and waterways for exploration of the critical resources (Brits & Nel, 2018). However, despite the fact that the African continent is surrounded by navigable seas, oceans and waterways which are very germane to development, it has suffered set-backs owing to the porosity of the continent's marine regions.

The African marine environments have become an enviable route for entrepreneurs in human trafficking, piracy and illicit trades. Prior to colonial sabotage of the continent, the seas and other waterways were popular route for slave traders (Otto, 2019). But globalization has exerted heavy effects on methods adopted for maritime security. It should be noted that maritime security personnel in Africa are not properly equipped to put an end to the chronic maritime insecurity which has made the emergence of a sustainable blue economy on Africa's continent a wishful thinking.

Despite the proximity to huge seas, oceans and waterways, Africa countries have remained by all indications among the least developed in the global ranking. According to the United Nation Development Programme, majority of African countries ranked low in the human development report. Clark (2017) noted that Africa's human and capacity developments have been derailed by the realities of some challenges including

deprivations, inequalities, ethnicity and violent extremism and these factors are mutually reinforcing (Brits & Nel, 2018). Coupled with the dejectable maritime insecurity, the continent has become the hub for human trafficking, drug peddling, piracy and other kinds of nefarious activities.

Countries like Somalia, Nigeria, Angola, Morocco and Egypt have become very lucrative routes for investors in illicit business to perpetuate their transactions. Maritime security is a prerequisite for the emergence of a blue economy in Africa and the latter is highly needed to spearhead the influx of a good and services that can overly eradicate the literatures of poverty and unequal allocation of scarce resources in Africa. According to Anyimadu (2013), international naval patrols began following Somalia piracy's re-emergence in 2008, and have been keys in apprehending and disrupting pirates operating from Somalia's coast.

Maritime security needs to be addressed holistically so that the continents coastal waterways can transcend into development through overwhelming concerns for the emergence of a blue economy. Federal government of Nigeria is taking some steps by partnering with Nigeria Port Authority to ensure adequate security within the Nigeria's waterways (Thisday, 2016).

According to Clark (2017), security of the marine environment will promote the development of blue economy which implies an approach to a business that can transform a nation from condition of scarcity to opulence with locally made products and services by drastically addressing the challenges reinforced by environmental and related marine quagmires. A lackadaisical approach on Africa's maritime security will militate against efforts to consolidate sustainable development in the continent. As an institution for development, the International Maritime Organisation is empowered to ensure that the marine milieu is protected for movement of goods, services and humanity.

It therefore portends that IMO is striving relentlessly to foster safer routes for movement across ocean, sea routes and the waterways across the member nations (Brits & Nel, 2018). As a challenge that has gained global attention, the lop-sided maritime security need be addressed holistically through collaborative efforts and decision. The research will examine why, in spite of the fact that Africa is geographically surrounded by oceans, seas and other greatly navigable waterways, development through blue economy is still far from consolidation on the continent.

It will examine how various the leaders in the continent can foster projects and programmes to spur development through the advanced maritime security and how the African Maritime Agenda help transform the continent's oceans existing oceans and seas into key drivers of development in the continent. This research work concludes that Africa's maritime security deficiencies will

not only guarantee the growth of illicit activities such as human trafficking, drug peddling, armed robbery, and so on but also will jeopardize quest for emergence of blue economy as a panacea for sustainable development. It will therefore proffer some policy recommendations that are amiable for entrenching development through the emergence of blue economy in sub-Sahara Africa.

1. CONCEPTUAL ANALYSIS

According to Bueger (2015), the issue of sustained protection of the maritime environments has gained currency in the current global discussion with much emphasis on African continent. Although it should be noted that problems with evolving a universally acceptable definition for maritime security, and any attempts to do so will only generate more chaos regarding the most appropriate methodology of definition. However, maritime security is a shared need for the welfare and prosperity European Union and the World. Hence, Maritime security links security matters to external factors.

This includes threats that are either transnational or interconnected by nature, and require smart solutions: no single actor can guarantee maritime security on their own (Otto, 2019). The essence of maritime security is to protect nations against threats that may arise from the emergence of organized crimes and leakages in the maritime sectors of the economy (Brits & Nel, 2018). The 21st century global discussions have prioritized maritime affairs as a panacea for consolidation of growth and development in sub-Sahara Africa. Maritime crimes include oil-bunkering, drug trafficking, environmental exploration and exploitation and illegal fishing and these are generally disastrous to economic and security concerns of the wider international community and more importantly African continent.

It includes every effort to enable safer and secure coastal borders so as to achieve a sustainable growth and economic development. It may be offensive or counter-offensive security campaigns against illegal entrepreneurs who largely depend on Africa's porous border to actualize their economic whims and caprices and, coupled with the archaic training and welfare of the security outfits, Africa's ocean, seas and waterways have been a safe route for the influx of pirates, drug peddlers, marine terrorists and human traffickers.

Maritime security requires collaborative networks of action which induces' capacity training and development, motivation and mentorship as well as ensuring the welfare of the individuals and groups involved. Maritime security requires, among other things, drastic declaration of incessant wars in the maritime environment against any forms of illicit businesses and relationships and this will requires international cooperation.

Development is a multi-dimensional and multi-faceted

concept. However, there is no universally acceptable definition for development, and most of the definitions are just the views and expressions of individual thinker and scholar in relations to the conditions or situations of their time. What is important here is that this research work will seek to explain and conceptualize development based on available literatures from scholars, thinkers and various leaders as well as institutions.

Development is a state of positive change in the society (Amartya, 1999). It may include among other thing, a sustained pattern of positive transformation in the human standard of living or the holistic improvement in all indices for measuring development. Chamber (1997) defined development, in its simplest and common usage, as a movement to a state relatively better than what previously existed: “good change”. What constitute good change in one society may not equal what defines good change in other society. Notably, development is a relative term; hence, it must not be seen as a constant phenomenon but rather as a changing process.

Development also defined from another perspective includes, better education standards, press and human liberty, and human rights of a citizen. As a matter of the fact, Dudley Seers’ definition is more conscious of the geopolitics of development because he offered a cross-cultural view of the term “development”. In fact, development can be succinctly explained taking consideration of those situations in a given environment.

As stated earlier, development is multi-dimensional and multi-faceted (in include the technological, politics, cultural, economic and human development).

For a comprehensive analysis of the subject-matter, it is important to define “development” according to Beliu (2011) using four (4) viable perspectives:

- i. Economic development (improvement of consumption and Investment Possibilities
- ii. Human development (with focus on improvement of people well-being and their relationship with the society
- iii. Sustainable development with much emphasis on long-term improvement on various socio- economic induces and
- iv. Territorial development which emphasizes the incorporation of socioeconomic and environmental protection of the polity against external aggression

Hence, the focus of analysis of this paper is to seek the territorial protection of Africa’s maritime environment so as to stimulate the continental resources for development through “blue economy”.

2. LITERATURE REVIEW

The issues of maritime insecurity in Africa seas and waterways have contributed immensely to underdevelopment in the continent (AU, 2012). Over the years, the issues of piracy, human trafficking, and

other illicit transactions have curtailed the hope of blue economy and these have resulted in the several literatures of poverty, drug peddling and underdevelopment in Africa. Somalia has become the hub of piracy in the Horn of Africa. Not only Somalia but also the Gulf of Guinea has been dominated by upsurge in piracy and illegitimate transactions, which has led to either exportation of foreign menaces such as prostitution, drug peddling and human trafficking or some other nefarious beliefs such as marine terrorism.

Jacobsen and Nordby (2015) noted that maritime insecurity has a relatively long history. This research also emphasized that the uncontrolled upsurge of drug peddling, human trafficking has led to massive corruption, illegal weapons purchase, destruction of human resources and distorted democracy. In fact, Somalia, South Sudan, Libya and Algeria have been preferable harbours to pirates, drugs lords and smugglers to transact their illegal business. Hence, maritime insecurity has stifled the incentives to consolidation development of the economy as an alternative to the neo-colonial structure of African economy.

According to Bueger (2015, p.3), the weak nature of law enforcement contributed to a larger insecurity and violence in the maritime environment. More so, the nature of maritime insecurity is so complex that it cannot be related solely to all the informal trades in the marine routes. It may also pertain to insecurity which reinforced a securitized and militarized maritime space in Africa. Maritime insecurity and famine in south Sudan (Aljazeera, 2017), the economic recession in Nigeria (BBC 31 August, 2016; CNN, 2016; and Wall Street Journal 1 Sept, 2016), violence in Libya (Aljazeera 2016) have made illicit transactions acceptable among the helpless citizens who must survive by all means.

The economic disarticulation in Africa has made the citizens to embrace illegal channels of money making to cater for many situational predicaments they found themselves. More so, coupled with the high level of unprofessional activities in the security sectors, those pirates, drug peddlers and human traffickers are able to lure the innocent citizens into some illegitimate shortcuts (Otto, 2019). Recently, the media were dominated by news concerning boat capsized, kidnapping, smuggling of some illicit materials into many African states because the security apparatus and technical know-how are abysmally low.

Some of those who try to cross the Mediterranean Sea into Europe are either capsized into the stormy seas or being kidnap those illegal entrepreneurs who needed them to perpetuate their parochial objectives. However, many of the development equipment and raw materials are high-jacked by pirates who diverted them into their own territory. However, corruption, lack of institutional capacities and some other socio-economic quagmires have

thoroughly bedeviled Africa's maritime milieu thereby rendering the policies for development obscure. Maritime security is a pre-requisite for the development of blue economy which is highly desirable alternative for the export dependent economy in the continent.

In spite of the colossal stock-piles of both mineral and natural resources, the continent according to United Nations Development Program (UNDP) is highly backward using all development parameters. According to the European Union's Maritime Security Strategy (2017), all nations, (developed or developing) depend on safe, secure and cleans seas, oceans and waterways for prosperity and peace. It is through maritime security that rule of law beyond national geographical boundary can be actualized. African marine environment is delicately unsafe that it provides security for illicit traders and entrepreneurs.

Africa actually needs alternative to its development mandates rather than the export dependent economy. However, the blue economy is more viable alternative to rescue the continent from the grips of the illegitimate investors such as pirates in the Horn of Africa, human traffickers and drug peddlers. Africa needs security model that can incorporate the benefits embedded in Africa's maritime environment with the quest for sustainable development.

It should be noted that the continent has been ravaged thoroughly by the combination of different illicit business and unofficial transactions by criminals due to capacity deficiencies on the waterways, institutional decays in governance of marine environment as well as lack of coherent policy from African leaders. Hence, it is significant that continental approach for ocean, sea, and waterways security must be prioritized. Without a broad policy framework, transnational organized crimes will continue to work against the desire to replicate the development via blue economy on the continent.

However, the introduction and implementation of sound policy on maritime security in Africa will foster massive wealth creation, national, regional and continental stability as well as effective and efficient maritime governance. Failures to do this will signify continued crimes, such as piracy, human trafficking, over exploitation of fisheries, oil theft and other related dangerous transaction on Africa's marine environment. African union requires all hands on the desk in full support of consolidation of the search for sustainable development in Africa.

3. PROBLEMS OF MARITIME SECURITY IN AFRICA

The problems associated with maritime security in Africa are so complex and thoroughly demanding drastic measures. The problems ranging from those

internal conditions such as conflicts, famine and other environmental disasters that have stimulated the helpless citizens to seek greener pastures elsewhere to those external factors that spring from enabling the illicit entrepreneurs to take advantages of the institutional decay and low capacity development profiles in African continent. Those external actors with their technical proficiency were able to create many loopholes into the Africa maritime environment in an attempt to sabotage African government efforts to deal with these nefarious problems.

This research work will awaken our consciousness that maritime insecurity is not new in Africa, as it has become an institutional way for poor citizens to make a living or a high profile means for some African leaders to consolidate their power by sponsoring sales of illegal weapons and enrich themselves by creating openings for illegal export of national resources (Otto, 2019). The paper capitalizes on those problems and challenges highlighted by some international organizations and research institutions as well as some scholars in the field of maritime security.

For instance, the African Union in its 2050 Africa's Integrated Maritime Security Strategy highlighted some problems which include:

i. Lack of institutional frameworks for combating maritime insecurity and this had led to an upsurge in human trafficking (Libya and Algeria, piracy in Somalia), Crude oil theft in Nigeria, illegal import of guns, and other inimical materials.

ii. Lack of legal and regulatory regimes which have enable perpetrators to escape unpunished. Because of lack of sound legal framework works for coordinated state intervention in sea and waterways (African union, 2012), illegal trades and deals went un-reprimanded and provided for harmonization of interest among criminals who depends on the maritime environment to carry out their nefarious activities (Brits & Nel, 2018).

iii. Shortages of security apparatus have led to more burdens for the few gallery of maritime security personnel. They have to take more jobs beyond their capacity. Coupled with the nature of marine boundary, they have fallen victims to the many disappearance and killings by criminals who are so resilient enough to go extra length to achieve their aims.

iv. Improper education and awareness among the stakeholders to take integrative roles in sensitizing their citizens on how participation or accommodation of any illegal/illicit transactions affected their well beings. Most citizens are too ignorance to resists illegal businesses because they offers them more hopes of survival as against the hardships and poverty embedded in their polity.

v. Corruption and abysmal public management have affected how logistics are handled. Both national and international safety materials have fallen into the land of pirates and other national criminals. Many public officials

and the military only used these logistic materials to enrich themselves by cornering them for illegal sales to their clients who needed those materials for purposes other than national objectives.

For instance, the International Maritime Organization (IMO) has been preaching about implementation of “coastguard functions” to foster collective co-ordination of efforts. However, the goals are still far from achievement because the African leaders in most cases are only paying up services to the progressive calls to rescue Africa’s marine environment. More so, lack of reliable policy frameworks, collective collaboration and systematic efforts to strengthen African’s ocean and waterways have contributed immensely to maritime terrorism, piracy, oil bunkering, maritime robbery and high level of maritime violence.

Blombaum (2014) noted the problem related to “massive under reporting of attacks and crimes, and this is to say that the media have not played instrumental roles in announcing maritime problems either due to technical problems or shortages of professionals. All these are necessary mainly to conceptualize these problems of maritime insecurity as panacea for growing underdevelopment, poverty, and economic disarticulation in Africa. These are also attempts to relate the drawbacks in the efforts to stimulate blue economy as a viable economic alternative to the resources dependent continent.

4. CHALLENGES TO DEVELOPMENT AND MARITIME SECURITY IN AFRICA

Despite projected growth in African economy, it should be noted that most of the literatures about Africa signify underdevelopment, poverty, diseases, (Brits & Nel, 2018) famine and environmental degradation to mention a few. Africa countries, in spite of the stock-pile of both natural and mineral resources, still rank abysmally low human capacity development, overwhelming majority of African countries is performing dejectedly low. It is against this background that many development economists argued succinctly that economic growth is quite different from economic development because the latter is more encompassing and multi-dimensional.

However, the huge resources of Africa have not yielded any promotion of human lives and have not contributed to raising the standard of living and the per capita income of the inhabitants. The reality of life in Africa is highly melancholic that Relief Web opined that African situation is compounded by severe drought in Somalia, food insecurity in south Sudan, insecurity in Nigeria, crisis in Libya, and instability in Egypt and so on.

This is more reason why African leaders need to develop an integrated approach for measuring development rather than focus on growth which is thereby an increase the goods and services during a particular

period of time. Against this realty, Dieye (2016) castigated the paradox of food insecurity in Africa especially in the midst of fertile, but uncultivated arable land and a weak linkage between agriculture and industry, and in the midst of unexploited opportunities. Hence, it can be deduced here that African marine environment is an unexploited opportunities that have fallen into the hands of illicit entrepreneurs and investors who have derived a safe haven for their illegitimate transactions.

Put differently, this can reinforce those internal conditions prevailing in the continent (Otto, 2019). The hope of development has been truncated by the unchecked growth of complex and interlinked crimes such as marine terrorism, armed robbery at sea, and/or overexploitation of fisheries. Importation of oil and gas necessary for industrial growth and development are usually transported by the marine transport and when movement are restricted by smugglers and oil bunkers, no investors will show interests in investing in those neighborhoods.

Furthermore, to consolidate development in Africa, the African Union must invest massively in maritime security especially by ensuring that the African leaders are compelled to support the integrated approach to nipping maritime crimes and illegalities in the bud. African Union can stimulate the marine environment to become a reliable centre for continental development by ensuring full implementation of integrated solution and actions to prevent piracy, armed robbery, illegal importation of weapons, maritime insecurity and terrorism, oil theft so that collaborative network and approach can be developed in other to change negative narratives about the continent. With the nature of African maritime environment, to implement the sustainable development goals will be highly difficult because more Africans have been deriving more benefits from subverting the states maritime law to their whims and caprices.

This owe to the various weak and turbulent governance that have severely affected African economy. Africans have suffered much from the chronic underdevelopment due to those reasons that revolved around internal and external factors. The internal factors may include those pertaining to corruption, identity politics, ethnicity and public mismanagement to mention but a few which lead to outright militarization and fractionalization of the continent by the leaders to perpetuate and protect their tyranny. This can be seen in Uganda, Zimbabwe, Egypt, Ghaddafi’s Libya, and other many other political gladiators who hold the continent hostage to the detriment of the public development.

External factors may include those relating to the imperialist objectives in African states. It should be that the imperial powers integrated African as a peripheral in the world system. As a result of this, the continent is integrated to be dependent on external dictatorship and even after the exodus of the colonial powers from the continent; they still bequeathed it with neo-colonial

economic structure (Otto, 2019). Africa is integrated as an international market for buying of their raw materials and for selling their finished goods. Hence all these factors have constrained Africa development thereby encouraging for the people to cater for their daily living by any means. It perhaps makes illegal deals attractive to those helpless citizens.

And if these issues are left unchecked or uncorrected appropriately by the political authorities, it will later degenerate into national crisis that can truncate the national peace and security like the Niger-Delta crisis in Nigeria. The pirates, oil-thieves, human traffickers, smugglers and marine terrorist often take advantages of internal political and socio-economic situations of the continent. Hence, African leaders must promote maritime security in any discussions on development while at the same time any development thinking must give due consideration to maritime security policy formulation and implementation.

5. BLUE ECONOMY AND MARITIME SECURITY

According to India Ocean Rim Association (2017), blue economy denotes, among other things, a system approach which can encourage African people to transform the neo-colonial the neo-colonial configuration of African economy. The idea of blue economy will bestow huge promise for African economy because it can be a viable alternative for human welfare and development using holistic approach. Although there is no universally acceptable definition of blue economy, each definition is only contributing to the understanding of the concept. Blue economy will enable African leaders to formulate policy that focuses on the development of the aquaculture, fisheries, seaports, renewable ocean energy, shipping, ocean knowledge and exploration of marine technology.

Just like European Commission which invested \$8.5million on maritime growth, it has now done on African leaders to enable blue economy so as to exploit the ocean and waterways benefits for poverty alleviation or eradication, reduction of environmental degeneration and avenue for jobs and growth. The European Union through the European Maritime and Fisheries has ear-marked handsome funds for promoting maritime biotechnology, unmanned robot system and nano-technology to ensure innovation and strategic technologies and coordinate investment in ocean development (Buxbaum, 2016).

Hence, without proper and appropriate maritime peace and security in Africa's marine environment, the hope of blue economy is a mere white elephant project. The United State Naval War College (March 24-26, 2014), shifted to notice the significant linkages between maritime security, sea power and trade. With proper institutional framework on Maritime alternative to its economy, those

costal states of Africa, such as Angola, Ethiopia, South Africa, Libya, Algeria, Ghana, Nigeria and numerous others need to stimulate a new African maritime security with clear political objectives, and maritime strategy to create a peaceful environment for the emergence of blue economy.

However, with the growing maritime threats, oil-bunkering, illicit trades, human trafficking, and other illegitimate financial relationships, blue economy cannot survive on African continent and the history of poverty and chronic underdevelopment will not be erased in continent. Africa leaders need to borrow from their European counterpart in investing heavily in maritime projects and protection of the continent's oceans, seas and waterways in order to stimulate the continent's abundant coast, oceans and seas for sustainable development.

CONCLUSION

From the explanations above, it can be concluded that crimes such as piracy in Somalia, oil-bunkering in Nigeria, Ghana and other oil-producing states, human trafficking in the marine environment of Libya, Algeria, Gambia and Liberia and many other marine crimes have combined to threaten Africa's maritime security (Otto, 2019). The hope of bringing development down to Africa has been crashed because of lack of political will and objectives as well as lack of policy strategy in the maritime governance which have further fostered chronic poverty and underdevelopment on the continent. The African Union leaders and stakeholders need to develop viable political will and legal frameworks to tackling the usage of Africa shores as hubs for illegal trading and transactions. The research work also concludes that various economic problems in Africa have in part, contributed by nature to maritime insecurity in Africa coastal environment.

For African Union to develop the marine milieu, there must be some collaborative and cooperative efforts to wage coordinated wars against the perpetrators and beneficiaries of armed robbery at sea, uncontrolled exploitation of fisheries, smuggling of illicit goods, marine terrorism and other illegal trade on the marine domain. It further concluded that blue economy cannot thrive in an environment with growing anti-development groups who are making gains from sabotaging governments' efforts at fostering sustainable development in Africa. The research also concluded that African leaders need to fully implement the enacted policies to transform the seas, oceans and waterways to a driver of economy, if it is implemented with professionalism.

It is however concluded in the research that without sustainable maritime peace and security, blue economy as an alternative to African development cannot survive. Hence, the African leaders must resolve to develop holistic approaches to resolving maritime issues and problems through institutional, legal and appropriate

frameworks to resolve the problem of colossal economic underdevelopment on the African continent. It however concluded that there are linkages between maritime security and development in Africa and elsewhere in the world.

RECOMMENDATION

The problems surrounding the chronic insecurity in African marine environment can be resolved for good, if certain policy measures are taken into consideration. These policy recommendations include:

i. Proper education of the African security personnel for better performance. The marine guards and security must be enrolled for proper training in naval engineering, nanotechnology, marine biotechnology and security, artificial intelligence, machine learning and logistic analysis to incorporate their actions into the technology world. There is no way the security forces can tackle insecurity, oil theft and smuggling with crude equipment and knowledge, hence, African Union leaders need to raise the budget funds for security upgrading.

ii. The African Union needs to develop a broad policy formulation to create a community of practice for implementation of formulated policy on security of the marine environment. More so, in as much as maritime security is highly importation of guns to improving human lives and welfare, African leaders need to develop a swift response networks for them to communicate on procedures of action and war against illicit trades and/or transactions. African leaders need to develop cohesive measures to enable the prevention of crisis, control of Africa's maritime borders and protection and preservation of lives and property so that displaced people will not seek alternative means of subsistence in illegal trade investors or fall victims of organized human trafficking, and intentionally unlawful acts.

iii. Africa leaders need to liaise with their international counterparts by exhibiting the political strength to develop alliance embedded in maritime multi-literalism which is to show respect for rules and principles, commitment for functional integrity and also a cross-sectoral approach that can create a sustainable marine ecosystem for development. African leaders need to promote unity in diversity to create a good platform for discussions and agreements on the most viable strategies for dealing with various maritime problems on Africa's seas, oceans and waterways.

iv. In order to stimulate good change and sound economic development in Africa, the leaders must embrace the development of strategic communication. All these approaches will enable the leaders and the appropriate authorities to manage flows of information through mobile phones and internet as well as curtailing cybercrime and other environmental and biological degradation. All these recommendation may not be sufficient to initiate maritime security development

but are necessary for enabling the management of marine space and resources, prevention of illicit trades and crime which will make Africa's oceans and seas instrumental for continental development. It will ensure conservation and preservation of marine resources for sustainable use.

v. And with a strategic security in Africa's marine environment, blue economy can be encouraged for efficient and suitable use of marine resources, because the investors will have more confidence or legal certainty for investing in the blue economy. Hence, with capacity development, and improved maritime trade and competitiveness, African Union can better enact some laws and policies that can replicate or sustain development. Through collaboration and partnership with some international organization, such as International Organization for Migration (IOM), International Maritime Organization (IMO), United Nation Office for Drug Control (UNODC), European Union Maritime and Fisheries and International Crisis Group (ICG), and many other research institutions, Africa can better seek a collective global campaigns and solutions to her maritime problems and can secure large scale investment in blue economy. The leaders must perhaps engage some advocacy groups and civil society organizations to assist the state actors to develop multi-faceted strategies and system under efforts to lunch groundless inspection into the activities in the marine space of Africa. Hence, with collaborative and cooperative efforts, African leaders can enact laws that will reinforce a multi-dimensional approach to the development of blue economy in Africa as an alternative to the export-dependent structure of the continent's economy.

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